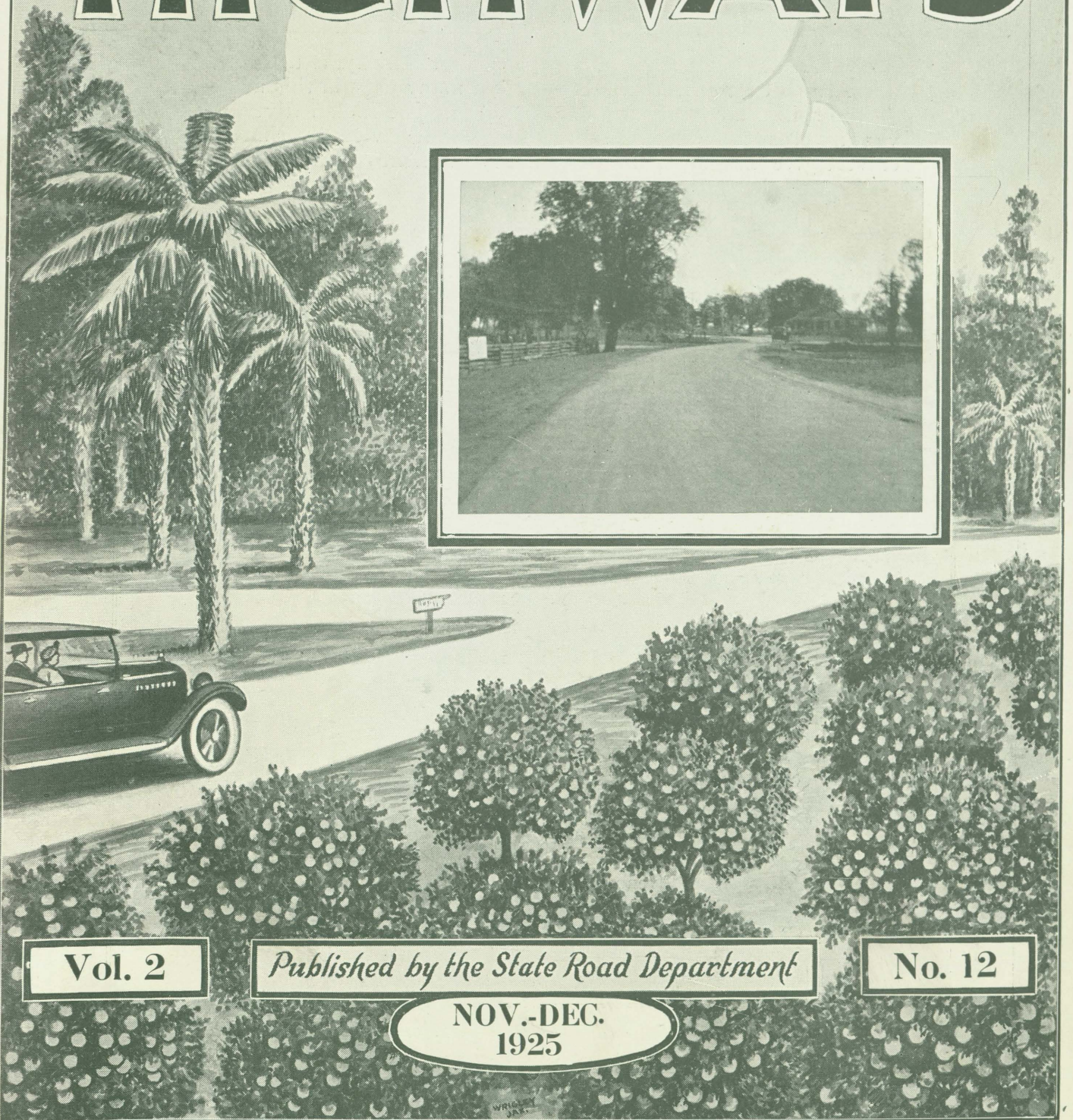


# FLORIDA HIGHWAYS



Vol. 2

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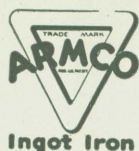
No. 12

NOV.-DEC.  
1925





**S**OUTH of Fort Pierce, along the Dixie Highway, is this sturdy Armco Corrugated Culvert—one of many used in this manner to spill drainage from the roadbed into the Indian River, preventing erosion of the embankment. The three views of this same culvert give an idea of the adaptability of Armco Culverts.



**DIXIE CULVERT & METAL CO.**

Jacksonville, Florida

**Wm. P. McDonald  
Construction Co.**

**ASPHALT PAVING CONTRACTORS**

**MAIN OFFICE**

67 Lawrence Avenue,  
FLUSHING, N. Y.

**BRANCH OFFICE**

Spencer-Futch Building,  
LAKELAND, FLORIDA



# FLORIDA HIGHWAYS



Vol. II

NOVEMBER-DECEMBER, 1925

No. 12

## Transactions at Third Quarterly Meeting of State Road Department, Tallahassee, Florida, October 28, 1925

The third quarterly meeting of the State Road Department was held in Tallahassee, Florida, October 28th, 1925, with the following members present: F. A. Hathaway, chairman; E. P. Green, W. J. Hillman, Harvey Bayliss and I. E. Schilling. J. L. Cresap, State highway engineer, and B. A. Meginniss, attorney for the Department, were also in attendance, the latter acting as secretary.

The minutes of meetings held July 2nd, 1925; July 25th, 1925, and August 10th, 1925, were read, and upon motion of Mr. Schilling, seconded by Mr. Bayliss, duly adopted and approved.

### Bay County

A delegation from Bay County, consisting of J. Ed. Stokes, attorney for the Board of County Commissioners; Chairman Vickery and other members of said board and interested citizens appeared to present to the Department an amended program of road construction in their county. It was proposed that the Department take from the County Commissioners the proceeds of their \$1,300,000.00 bond issue and proceed to construct the two bridges across the eastern and

western arms of St. Andrews Bay as the first step in the road program. Upon motion of Mr. Schilling, seconded by Mr. Green, the following resolution was unanimously adopted:

Resolved, That the Department proceed at once with a survey of the two locations for the bridges across St. Andrews Bay as indicated in the act authorizing Bay County to issue bonds to construct same, and with the survey for the location of the roads in said county, and that when this data is in hand that the Chairman and Mr. Bayliss be and they are hereby named and designated as a committee to definitely locate said bridges and said State roads.

### Escambia County

W. E. Wheat, county engineer, and L. W. Hardy, member of the Board of County Commissioners of Escambia County, together with Dr. J. H. Pierpont, president of the Civitan Club of Pensacola, appeared before the Department and requested that a contract be let for the construction of Project 51 on Road No. 7 in said county. These gentlemen were informed by the Chairman that it is the intention of the Department to advertise for bids on this project within the next ten days.



The Escambia delegation also presented to the Department a request that the location of State Road No. 1 at its extreme western end be revised so as to reach the Perdido river above the present Sage Bridge site, and that the Department undertake the construction of the necessary bridge across the Perdido at said point. They were informed that Mr. Bannerman, division engineer, will be directed to make an investigation of this proposition, to act and keep in touch with Mr. Wheat, county engineer, and to make a report of the feasibility and desirability of the proposal.

#### **Broward County**

J. F. Charlton, member of the Board of County Commissioners of Broward County, presented to the Department a request from his county for the location of State Road No. 4 between the Dade County line and Fort Lauderdale. Upon motion of Mr. Green, seconded by Mr. Bayliss, the following resolution was unanimously adopted:

Resolved, That the location of State Road No. 4 between the Dade County line and Fort Lauderdale be referred to the Chairman and Mr. Schilling, with power to make the definite location.

#### **Martin County**

C. Dunscombe, member of the Board of County Commissioners of Martin County, requested information from the Department as to the probable time within which Road No. 4 will be constructed in that county. Mr. Dunscombe stated to the Department that Martin County will repair and keep in good condition the present road until the Department has constructed Road 4.

#### **Okaloosa County**

L. H. Hughes, E. W. Campbell, A. D. Campbell and J. C. Chestnut, of Laurel Hill, Okaloosa County, submitted to the Department a request for a revision of the location of State Road No. 1 through Laurel Hill. Upon motion of Mr. Schilling, seconded by Mr. Green, the following resolution was adopted:

Resolved, That the matter of the revision of the location of State Road No. 1, through Laurel Hill, be referred to the Chairman and Mr. Bayliss as a committee with full power to act in the premises.

#### **Lake County**

A delegation from Lake County, headed by State Senator L. D. Edge, appeared before the Department and requested its good offices in inducing the County Commissioners of Sumter County to construct a temporary bridge on State Road No. 22 at the Sloan's Ridge entrance to Lake, and that the Department write the said board calling its attention to the necessity for the bridge. It was declared that the absence of bridge at this point necessitates approximately 25 miles additional travel. The members were assured by the department that this body will be glad to do what it can to secure from the County Commissioners of Sumter County the desired relief.

The Lake County delegation likewise submitted to the Department a complaint as to the progress of the construction of Road 2-A, between Leesburg and Helena Run, and asked that the contractor, Southern

Paving Company, be required to speed up this construction. The Chairman stated that the matter will receive the immediate attention of the department.

Mr. Revell, member of the Board of County Commissioners of Lake County, stated that his county has available the sum of \$20,000 per mile for use in the construction of Road 2-A from Helena Run to the Polk County line, and requested that when the work on this stretch is commenced, that it be begun and constructed from Groveland to Helena Run as the first project. No formal action was taken on the request.

#### **Jefferson County**

T. T. Turnbull, State Senator; Parkhill Mays, chairman, and other members of the Board of County Commissioners of Jefferson County, appeared before the Department and stated that that county has recently authorized a bond issue of \$832,000.00, and that the county will have available therefrom the sum of \$7,500.00 per mile to be used toward the construction of all State roads in the county and for the hard-surfacing of State Road No. 1, therein. The delegation requested a surveying party for the location of all State roads in the county. Assurance was given by the Department that these roads will be located as promptly as possible.

#### **Taylor County**

A request was presented by Senator J. H. Scales and C. J. Jackson, county engineer, that the road from Perry to the Jefferson County line, on the route of State Road No. 19, be located by the Department at the earliest possible moment. These gentlemen were informed that it is the intention of the Department to definitely locate this road as soon as possible.

#### **Dixie County**

L. L. Barber, Clerk of the Circuit Court, and George F. Green, chairman of the Board of County Commissioners of Dixie County, came before the Department and stated that this county is authorized to issue and turn over to the Department \$150,000.00 of time warrants, the proceeds of which are to be used in the construction of State Road No. 19 through that County, and asked that the Department take over the said warrants, dispose of them and apply the proceeds toward the surfacing of the road. The chairman was authorized to investigate the matter and take action on the request.

#### **Project 593—Manatee River Bridge**

C. F. Lytle, contractor on Project 593, Manatee River Bridge, having been asked to appear before the Department, and being out of the State, C. L. Mosher, his superintendent, was present in response to the request. The Chairman reported that the work on this project has not progressed satisfactorily, that the contractor has filed a protest with reference to the interpretation of the specifications, and that he, the Chairman, has made it plain that the Department stands squarely behind its engineers in their interpretation of the specifications. Upon motion of Mr. Green, seconded by Mr. Schilling, the following resolution was unanimously adopted:



Resolved, That the Chairman be and he is hereby authorized to take the necessary steps to have the work on this project progress according to the plans and specifications and within the time limit named in the contract.

#### C. F. Lytle Contracts

**40-A, Brevard County; 604, Volusia County, and 636, St. Lucie County.**

The Chairman having reported that the progress on the above contracts is unsatisfactory, the following resolution offered by Mr. Green, seconded by Mr. Schilling, was unanimously adopted:

Resolved, That the Chairman be and he is hereby authorized to take the necessary steps to have the work on projects 40-A, Brevard County; 604, Volusia County, and 636, St. Lucie County, progress according to the plans and specifications and within the time limits named in the respective contracts.

#### Project 613—Sarasota County

George Broadbent, of Broadbent Construction Company, contractor on the above project, appeared before the Department and requested the assistance of the Department in securing materials to carry on the work. The Department assured Mr. Broadbent that it would co-operate in any manner possible in an effort to secure such materials.

#### Designation in Federal Seven Per Cent System

On motion of Captain Hillman, seconded by Mr. Green, the following resolution was unanimously adopted:

Be it Resolved, That the Chairman be and he is hereby authorized and requested to make application to the United States Bureau of Public Roads to designate as a part of and include in the Seven Per Cent System, that part of the road known as Suwannee River Scenic Highway, from a point two miles east of Jasper, on State Road No. 2, to Live Oak, on State Road No. 1, a distance of fifteen miles, such designation and inclusion to be made out of the available mileage of such system in Florida remaining undesignated.

#### Putnam County—Road 14—Right of Way

Upon motion of Mr. Schilling, seconded by Captain Hillman, the following resolution was unanimously adopted:

Whereas, the Department has surveyed and located State Road No. 14 in Putnam County, as is shown by plat of said location on file in its office; and

Whereas, said Department has found and determined, and does hereby find and determine that it is necessary, wise and expedient to secure by purchase or condemnation the lands hereinafter described for the purpose of a right of way for said State Road No. 14;

Now, therefore, be it Resolved, That the Board of Bond Trustees of Special Road and Bridge District No. 7 of Putnam County, Florida, be and they are hereby authorized and requested to secure for the Department, by purchase or condemnation, the following described lands, to-wit:

A right of way sixty-six (66) feet in width over and through lots eight (8), nine (9) and eleven (11),

the property of one Chaney Wallace; lot fifteen (15) of the property of one General Mason; lot sixteen (16) of the property of one Lula Williams, all said lots lying in Block thirty-eight, Hastings Addition to Interlachen; also the east half of Block thirty (30) in the Town of Interlachen, the property of one Jasper Stock; Lots seven (7), eight (8), nine (9), ten (10) and eleven of Block two (2) in the Town of Interlachen, the property of one Levie Carroll, and lots twelve (12) to twenty-one (21) inclusive in Block two (2) of the Town of Interlachen.

Be it further Resolved, That said Board of Bond Trustees be and they are hereby authorized to use the name of this Department in any condemnation proceeding or proceedings necessary to carry out the purposes of this resolution.

#### Contracts Awarded

Upon motion of Mr. Schilling, seconded by Mr. Green, the following resolution was unanimously adopted:

Whereas, bids were asked by the Department for the construction of the projects hereinafter designated; and

Whereas, the firms and persons respectively named were low bidders thereon; now, therefore, be it

Resolved, That the chairman be and he is hereby authorized to execute and enter into contracts as follows:

Project 41, Road 4, Dade County, sheet asphalt; awarded to Morgan Hill Paving Company, \$627,997.28; 11.76 miles.

Project 627, Road 3, Putnam County, 6.27 miles; rock base; awarded to L. M. Gray, \$91,100.76.

#### Election of Chairman

Upon motion of Mr. Green, seconded by Mr. Schilling, the following resolution was unanimously adopted:

Whereas, the former term of the chairman of this Department has expired, and he has been re-appointed a member of the Department for the full four-year term,

Now, therefore, be it Resolved, That F. A. Hathaway be and he is hereby elected as chairman of this Department to serve as such until the election and qualification of his successor.

#### Leave of Absence to Secretary and Designation of Acting Secretary

On motion of Mr. Green, seconded by Mr. Schilling, the following resolution was unanimously adopted:

Resolved, That the action of the chairman in granting to Miss Ella Creary Thompson, secretary of the Department, temporary leave of absence, and in designating B. A. Meginniss, attorney for the Department, as acting secretary, be and the same is hereby approved and confirmed; and be it further

Resolved, That said B. A. Meginniss, be and he is hereby constituted and named as such acting secretary of this Department until its further order.

Upon motion of Mr. Schilling, seconded by Mr. Green, and duly carried, the expense accounts of the members were ordered paid.





# Florida Highways

Published Monthly  
Official Publication of the State Road Department

## PERSONNEL OF DEPARTMENT

F. A. HATHAWAY, *Chairman*  
W. J. HILLMAN J. HARVEY BAYLISS  
E. P. GREEN I. E. SCHILLING  
WALTER P. BEVIS, *Secretary*

## PERSONNEL OF EMPLOYEES IN GENERAL CHARGE OF THE WORK OF THE DEPARTMENT

### Engineering Division

J. L. Cresap.....State Highway Engineer  
L. K. Cannon.....Ass't State Highway Engineer  
G. L. Derrick.....Bridge Engineer  
C. W. DeGinther.....Ass't Bridge Engineer  
Harvey A. Hall.....Testing Engineer  
F. W. Berry, Jr.....Office Engineer  
John R. Stewart.....Supt. of Equipment  
R. L. Bannerman.....Div. Engr. 1st Division  
J. H. Dowling.....Div. Engr. 2nd Division  
R. J. Cassie.....Div. Engr. 3rd Division  
L. B. Thrasher.....Div. Engr. 4th Division  
A. W. Kinney.....Div. Engr. 5th Division

### Accounting Division

S. L. Walters.....Auditor  
Bettie V. Herring.....Bookkeeper  
Myrtle Steele.....Bookkeeper  
H. B. Fryer.....Bookkeeper

This magazine is edited in the offices of the State Road Department, Tallahassee, and published monthly. Subscription rate, one dollar per year. Permission is granted to republish, with proper credit, the matter contained herein.

Application has been made for transmission through the mails as second-class matter.

B. A. Meginniss, Attorney for the Department,  
Editor and Business Manager

Volume II November-December, 1925 No. 12



## AN APOLOGY

In our September issue, beginning with page 10, we printed an excellent article, "Romance of the Road," by Ernest McCaffey. By a most unfortunate oversight, we neglected to make a notation that the article in question was a reprint from The Highway Engineer and Contractor, for which magazine it was exclusively written. Our attention has been called to this oversight and we desire to make apology for the use of the article without crediting same properly. The neglect was as unintentional as it was unfortunate, because we have the very highest regard for The Highway Engineer and Contractor, and deem it one of the most valuable and interesting of the many magazines reaching our desk.

## AN EXPLANATION

We are combining the November and December issues of Florida Highways and deem it necessary to make an explanation of the necessity which prompts this action.

The editor, who during sessions of the Legislature has acted as Chief Clerk of the House of Representatives, has been confronted with an unusual number of sessions of that body during the present year. In consequence, his editorial work was considerably delayed and rather than have the November issue appearing in December, it was deemed best to combine the two and "catch up," so to speak. Accordingly, our Volume III will commence with the January issue to be issued early in the month, the present dual number being No. 12 of Volume II.

To our advertisers and subscribers we would state we shall simply advance their contracts for space and subscriptions one month, so that nothing will be lost. And with fair luck, we believe that hereafter we can stay "caught up."

Thanks.

Transactions at Third Quarterly Meeting of State  
Road Department, Tallahassee, Florida,  
October 28, 1925

(Continued from Page 3)

### Bay County Bridges—War Department Permit

Upon motion of Mr. Bayliss, seconded by Mr. Schilling, the following resolution was adopted:

Resolved, That the chairman be and he is hereby authorized and directed, without further reference to this body, to make application to the War Department for the approval of the construction of two bridges across St. Andrews Bay, in Bay County, Florida, which said bridges shall be constructed according to plans submitted by the chairman, consisting of five sheets, numbered 1, 2, 3, 4 and 5; Sheet No. 1 being location map, Sheet No. 2 being general elevation and plan, Sheets 3 and 4 being soundings, and Sheet No. 5 being elevation and plan.

There appearing no further business, the Department was adjourned.



## CHAIRMAN'S COLUMN



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**BEVIS BECOMES SECRETARY**

Dr. F. A. Hathaway, Chairman of the State Road Department, has announced the appointment of Walter P. Bevis, of Tallahassee, as secretary of the Department, succeeding Miss Ella Creary Thompson, who has resigned.

The new secretary is a man of broad experience in departmental positions. He has been Governor's secretary, chief clerk to the Shell Fish Commission, convict inspector and latterly inspector for the inspecting division of the Department of Agriculture. During the World War Mr. Bevis entered the service and attained the rank of chief yeoman in the navy.

Miss Thompson, who served so capably as secretary for more than three years, was granted a leave of absence in October and returned to her home in Bagdad. Subsequently, finding it impossible to return in the near future to resume her duties as secretary, she tendered her resignation. In retiring, she carries with

her the best wishes of the Department, and its appreciation of her faithful and efficient service, as well as its regrets that she found it necessary to sever her connection.

Those who know Mr. Bevis predict he will make an excellent secretary and the belief is general that a wise selection has been made.

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There are enough bumps in life without having them in the middle of the road.—Nevada Highway News.

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The difference between opportunity and a motor is that opportunity knocks but once.—American Legion Weekly.

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**Good Layers**

Ten R. I. pullets, ready to lay 4-hole wood cook stove, with pipe. 702 So. Van Ness.—From a Santa Ana (Cal.) paper.



## ROUTE DESCRIPTIONS OF UNITED STATES HIGHWAYS

Route No. 1—From Fort Kent, Maine, to Houlton, Bangor, Rockland, Brunswick, Portland, Portsmouth, New Hampshire, Newburyport, Massachusetts, Boston, Providence, Rhode Island, Narragansett Pier, New London, Connecticut, New Haven, Bridgeport, New York City, Jersey City, New Jersey, Newark, Trenton, Morrisville, Pennsylvania, South Langhorne, Philadelphia, Oxford, Bel Air, Maryland, Baltimore, Washington, D. C., Alexandria, Virginia, Fredericksburg, Richmond, Petersburg, Henderson, North Carolina, Raleigh, Rockingham, Cheraw, South Carolina, Columbia, Aiken, Augusta, Georgia, Swainsboro, Waycross, Jacksonville, Florida, St. Augustine, Miami.

Route No. 21—From Cleveland, Ohio, to Massillon, Cambridge, Parkersburg, West Virginia, Charleston, Princeton, Wytheville, Virginia, Sparta, North Carolina, Statesville, Salisbury, Charlotte, Chester, South Carolina, Columbia, Branchville, Yemassee, Savannah, Georgia, Darien, Kingsland, Jacksonville, Florida.

Route No. 41—From Towers, Michigan, to Menominee, Green Bay, Wisconsin, Appleton, Fon du Lac, Milwaukee, Chicago, Illinois, Attica, Indiana, Terre Haute, Vincennes, Evansville, Henderson, Kentucky, Greenville, Hopkinsville, Clarksville, Tennessee, Nashville, Murfreesboro, Chattanooga, Calhoun, Georgia, Atlanta, Macon, Tifton, Valdosta, Lake City, Florida, Gainesville, Ocala, Brooksville, Tampa, Bradenton, Sarasota, Punta Gorda, Ft. Myers, Naples.

Route No. 90—From Jacksonville, Florida, to Lake City, Tallahassee, Marianna, Pensacola, Mobile, Alabama, Gulfport, Mississippi, Slidell, Louisiana, New Orleans, Houma, LaFayette, Lake Charles, San Antonio, Uvalde, Del Rio, Sanderson, Alpine, Marfa, Van Horn.

Route No. 92—From Daytona, Florida, to Orlando, Kissimmee, Lakeland, Tampa.

Route No. 94—From Naples, Florida, to Miami.

Route No. 192—From Kissimmee, Florida, to Melbourne.

Route No. 231—From Montgomery, Alabama, to Dothan, Marianna, Florida.

Route No. 441—From Ocala, Florida, to Orlando.

Note. The roads indicated above have been designated by the United States Government as through routes, and are to be marked and numbered by the government. The numbers are those assigned by the Federal authorities and do not correspond with the Florida numbers. The routes here shown are those which affect Florida. It is to be noted that the odd numbers are north and south routes and the even numbers east and west routes. This system was followed all over the United States.

## HIGHWAY THRILLS

The purr and the roar of a motor before,  
And behind you a well-balanced load;  
A straightaway track to the skyline and back  
And the hum of the tires on the road.  
The flurry and tear and the whip of the air  
As it whirls in a buffeting gale;  
The blood-stirring thrill as you swing down a hill  
And—another two weeks in jail.—Michigan Roads  
and Pavements.

## FLIVVERS ON A FLIVVER

Drunk driver,  
Street car,  
Three killed,  
There you are.  
—Sanford Herald.

Touring car,  
Bright light,  
Sudden crash,  
Good night.  
—Times-Union.

Steep hill,  
Faulty gear,  
One more saphead,  
Gone from here.  
—Macon Telegraph.

Heavy rain,  
Slippery road,  
Fast driver,  
In new abode.  
—Spartanburg Journal.

Sharp curve,  
Shaky hand,  
He's now in  
The Promised Land.  
—Yorkville Enquirer.

One light,  
On a fliv,  
Speedy flivver;  
May live!  
—Montgomery Advertiser.

Deep river,  
Curve 'round;  
Speedy flivver;  
Four drowned.  
—Hendry County News.

Rising tide—  
Moonlit shore;  
Spoony couple—  
Seen no more.  
—Melbourne Times.

Moonlight night—  
Shady lane,  
Parked car—  
Good bye, Jane.  
—Eau Gallie Record.

Balky car—  
Had to crank;  
Spark advanced—  
Good night Frank.  
—Stuart News.

## Ouch!

'Mid Arizona's deserts,  
Are things for us to frown on,  
They grow the finest cactus  
That ever I sat down on.  
—Nebraska Awgwan.



## Opponents of Federal Aid Are Routed, A. A. A. Finds: Stand of Secretary of Agriculture Jardine in Favor of Federal Aid Is One Big Reason for Debacle In Opposition Camp. Jardine Sees "National Unity" Alone a Justification for Government Road Expenditure

The fact that Secretary of Agriculture Jardine is a stalwart champion of the Federal Aid principle is one of the big reasons for the bottom falling out of the movement in opposition to continued government support of the national Good Roads program, according to a statement from the national headquarters of the American Automobile Association.

"Secretary Jardine's clear vision of the national needs and his appreciation of the true aims and broader purposes of Federal Aid has evoked a favorable response from the Atlantic to the Pacific and from the Canadian border to the Rio Grande," Thos. P. Henry, president of the A. A. A. declares.

Mr. Henry cites a letter dealing with Federal Aid recently addressed by Secretary Jardine to Harvey M. Toy, chairman of the California Highway Commission, and which the president of the A. A. A. took across the continent by motor.

This letter discloses that in the view of the Secretary of Agriculture there are still big gaps in the highway system of the nation and that only through the co-operative efforts of the Federal Government, the states and the counties can these gaps be filled and an interstate system of highways on a high standardized plane completed. Secretary Jardine said in part:

"While splendid progress has been made in the past, there is still a very large amount of work to be accomplished. In my trip through the West this summer I was impressed with the thought that no matter how fine a system of roads the Coast States may develop, they will still be dependent upon connection with the central and eastern sections of the country—upon highways which lead through long stretches of sparsely settled areas in which the Federal Govern-

ment still holds title to a large percentage of the lands which these roads cross.

"High mountain passes and desert stretches must be crossed with adequate highways before we shall have that tie between the different sections of our country that will lead to a greater unity of purpose and broader understanding which are in themselves worthy objectives of the Federal Aid highway system."

The place of Federal Aid in the national highway construction scheme was further explained by Secretary Jardine in his speech at the opening of the Wendover Cut-Off a few months ago, President Henry points out.

"Federal Aid does several things for highway construction," said the Secretary. "It provides considerable sums of money for needed construction and thus furnishes means for building gaps in highways that would otherwise not be filled. It insures a certain concentration of funds on a selected system of roads which is reasonably adequate to serve perhaps as much as 80 per cent of all highway traffic; and it also insures standardization on a high plane and uniformity of construction.

"Congress has authorized up to July, 1928, a total expenditure of \$690,000,000 on the Federal Aid system. A very considerable amount, you will say, yet the government's collection in the form of excise taxes on manufactured motor vehicles and parts represent an even greater sum.

"It is now possible to see by the evidence of the progress in the Western States that the construction of the Federal Aid highway system is going to be successfully accomplished within a reasonable time."

(Continued on Page 15)

### HIS GUESS

"What kind of store is that fellow over at Toad Rock running?" asked a motorist.

"Well, he has Ford parts for sale," replied the attendant in the filling station at Ten Degrees, "buys butter, eggs and poultry, deals in real estate, paints houses, marries folks in his capacity as Justice of the Peace, runs the post office, sells stamps, hams, molasses, etc., and takes boarders upstairs. I reckon you'd call it a drug store."—Kansas City Star.

Henry Ford sees a century of sure prosperity ahead. We haven't all got Henry's start.—New York World.

### FAST BLACK

A colored citizen, after a visit to a hen roost, heard that the sheriff was after him. Hastening to the railroad station, he demanded a ticket on the fastest train, to the end of the line. "Our fastest train left ten minutes ago," said the agent.

"Well, gimme a ticket," said the colored man, "and show me which way she went."

Bandits robbed a Chicago hotel, and got into the headlines. That's real news! Now if a hotel should rob anybody—Life.



## What Price Wisdom?

In his attitude toward established institutions, the Americano is essentially a rebel. His heresy, paradoxically, takes the form of constructive destruction. He is a forward-looker and an evolutionist by nature, and he is never quite satisfied with existing methods of accomplishing definite objectives, or the products of the world's endeavors. He is alternately spurred by the irrefragable urge of an inherently progressive spirit and drawn up by the bit of futility.

Let him hear, for example, *Celeste Aida*, and his dominating ego leads him to believe that he could, by the reduction of an arpeggio here and the modification of a cadenza there, vastly improve the composition. Set him before a Corot or a Millet and he will modestly venture the opinion that he could do better with a good photograph and a box of oil tints. Give him a copy of *Madame Bovary* and he would engage to convert its subtle pathos into a, to him, more desirable sacharrine sentiment. Irreverent and incorrigible, he believes the present to be the greatest era in the history of the world and yet he visualizes a better epoch to which his talents shall contribute.

Now yours truly is not disposed to animadvert against this tendency. It is an indication of the progressiveness of the day. But to cast aside the accumulated wisdom of the age to pander to one's ego is the height of fatuity.

In the road building industry one witnesses the folly of such a procedure quite frequently. The contractor, no less than the engineer, is quite apt to

assume the mantle of an independent experimenter, venturing into the realm of the unrevealed. Both in the design and the construction of modern highways, one finds the evidence of some engineer's or contractor's whilom notion and more often than not the notions are egregious failures.

The moral of this discourse is simply this: Manufacturers of road building material and equipment maintain extensive research institutions for the sole purpose of devising ways and means of improving the quality of the work in which their products are employed, that the finished job may prove eminently satisfactory and leave no basis for criticism of the materials or equipment used. The Portland Cement Association, the Asphalt Association, the National Paving Brick Manufacturers' Association are continually engaged in experimental work. Manifestly, the results of their labors and the methods and practices recommended should receive the serious attention of every engineer and contractor engaged in road construction. Theirs is the accumulated knowledge, the fruit of years of investigation, in an honest effort to give the public value received for every dollar invested in highway improvement.

Whenever an engineer or a contractor departs from recognized and time-proven methods to gratify a fancy or to build a monument, with public funds, to his own ingenuity, regardless of the merits of his intentions, he is committing an act not far removed from embezzlement.—P. T. H., in *Western Highways Builder*.

### THE ROADS OF OUR YOUTH

Middle-aged men remember when there was a bicycle club in nearly every enterprising city, and road scrapers were sent out, once a week, to scrape a path along one side of the dirt highways smooth enough for cyclists to ride on in comfort—until it rained again. There were no paved roads. There were few macadam roads.

More than \$1,000,000,000 are being spent in building roads through the country this year. More will be spent next year. The automobile club, replacing the bicycle club, keeps plugging for that, with help from motorists and even the pedestrians—if there are really any such persons left.

Everybody who knows anything knows the importance of good roads now. Yet there is always a question how far to go. Many good and intelligent men hesitate, again and again, to pay the money demanded for a street or highway improvement, in the belief that individuals or communities "cannot afford it."

It has been proved over and over again that what cannot be afforded is bad roads. For good roads make transportation, and transportation makes business and property value. Every good thoroughfare, wisely planned and well built, pays for itself many times.—*Minot News*.

Anyway this town has one J. Walker who knows how to handle himself in traffic.—*The New Yorker*.

### FAME AND NOTORIETY

A traveler from abroad on taking his boat at New York after a tour of the United States was asked by newspapermen at the dock what line of American activity had impressed him most.

"Your great numbers of motor cars and the wonderful roads you are building to lower the cost of operating them," he answered promptly.

"The highways pleased?" pressed one reporter.

"Many miles were excellent—marvelous! And many more miles are in need of improvement. But it was wonderful!"

"Lincoln has built a wonderful highway and that Jefferson route from the Gulf of Mexico to Canada—palms to pines, they said—is a great road. I liked the Babcock roads in Minnesota too. Several states are doing big things in building better roads.

"But then there is another road builder running wild in your admirable country. His name in Detour, a Frenchman perhaps, and very eccentric. I care less for his kind of roads."—"Wyoming Roads" Bulletin.

### A Contortionist

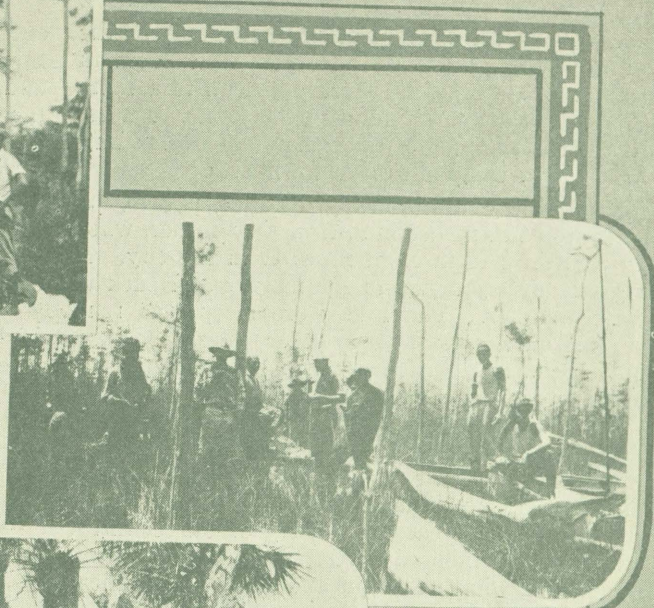
INDIAN, JAILED, BITES  
OFF EAR AND FINGER

—Headlines in an Indianapolis paper.





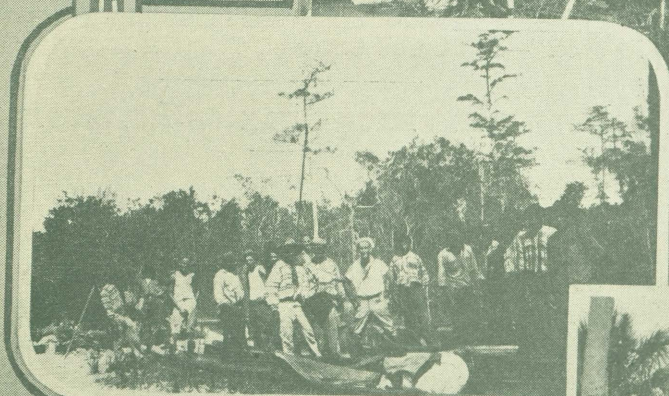
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No. 1: The Seminole Indian packers resting after moving camp equipment through the glades. No. 2: The party at work. No. 3: The light shelters used for open night camps in places where it was impossible to use heavy camp equipment. No. 4: Survey party and Indians standing in the dug-out canoes going through shallow water. No. 5: The entire personnel. The Indian wearing a turban was a chief and headed the packers.



## The Relation of Improved Highways to Home Life

By MISS JOY WILLISFORD

Homes, the flower of civilization, thrive only by the side of the open road. We do not find them in jungles nor in swamps. A trail may lead to a camp or a shack but the open highway leads home. An improved road is the magic wand that transforms huts into homes, and camp-sites into town-sites.

A good highway, annihilating distance, is bringing a new life to country communities. My father, when a boy, lived on a farm eight miles from the city. It was a good day's journey to the market and back in favorable weather. The hills were steep, the road rough, sometimes impassable, at other times to be traveled only because of great necessity. Last summer we drove from that city to the old farm in twenty minutes. Now the people of that neighborhood attend school, church, clubs and social affairs in town as easily and with as little loss of time as their friends who live in the city itself.

Agriculture, the greatest industry of our country, represents myriad homes. What untold benefits improved highways have brought and can bring to those homes. How much of material prosperity, always a contributing factor to advancement and contentment, comes with them. Good roads encourage production and improved methods of farming; they make profitable the growing of perishable crops; they reduce the cost of marketing and make possible co-operative selling. They permit a daily mail. They bring neighbor into contact with neighbor—contact which means broadening of vision, strengthening of character and enrichment of life. They place the countryside in touch with the city, a benefit which is reciprocal, the good of the one becoming accessible to the people of the other.

Between the congestion of the city and the isolation of the farm lies another gift of the improved highway, the suburbs. Into these the flood of population has poured over the city limits and spread into the nearby territory, finding there separate homes, amid fresh air, healthful surroundings and congenial neighbors; good roads and the automobile making available all the advantages of city life. First-class suburbs are now improved with paved and lighted streets, sidewalks, curbs and crossings, before being placed upon the market because high-grade home-sites cannot be sold without these improvements.

Man is a social being and present-day living is distinctively a social enterprise. Outside of the home itself our friendships are our most precious possessions. To enable the young people to enjoy life out of the home and still keep the home ties intact, is possible only where good highways prevail. The sense of isolation from other minds and hearts, perhaps more than the desire for riches, has driven many away from home. This and the inaccessibility of markets is the story of the abandoned farm, as it is also the cause of the lack of development of many sections of our country of great potential wealth. The comforts and conveniences of modern life, and the blessings of art, science, and invention are at the door of every home—provided its door fronts on a good road.

The home, the school and the church are the three

outstanding institutions of American life. To bring to the home the beneficent influence of the church and the enlightening powers of the school, is one of the provinces of the highway. For all the dwellers on the land, better roads mean better schools and more efficient churches.

So great a part has the public road played in human progress and the higher development of our race that a good road may be called "a way of the Lord" and a fulfillment of the prophecy: "Every valley shall be exalted and every hill made low and the crooked shall be made straight and the rough places plain." For thus does the improved highway make smooth the upward way of man. Thus it is the symbol of civilization and of the growing unity of mankind. In its beautiful and beneficent curves and windings it binds life with life, and home with home; and spells out brotherhood, prosperity, contentment and promise for all the children of man.—Texas Highway Bulletin.

### ADVICE FOR FOOLS

A Texas paper suggests the following signs for motorists at railroad crossings:

"Come ahead; you're unimportant."

"Step on it; we'll turn out."

"Try our engines; they satisfy."

"Don't stop; the undertaker must live."

"Take a chance. You can get hit by a train only once."—Pittsburgh Chronicle-Telegram.

### LIFT THE EXCISE TAX ON MOTORISTS

For the eight years ending June 30, 1925, the American motorist has paid \$861,765,983 into the United States Treasury in the form of war taxes on automobiles, parts and accessories. In 1924 the motorist paid an average tax on his car of \$34.50. Since the beginning of Federal highway aid the Government has spent up to the end of 1924 the sum of \$276,305,000 on good roads. The motorist today pays a five per cent war tax on new cars and a two and one-half per cent war tax on tires, parts and accessories. These are not only nuisance taxes but constitute an unfair and gigantic levy upon the American motorist. It is proposed to reduce the income taxes this year. There are approximately 4,000,000 income tax payers and over 12,000,000 owners of motor cars who carry an unjust tax burden on their cars.

The American Automobile Association will make a determined fight at this session of Congress to have war excise taxes on motorists removed. If you agree with this policy and wish to be of assistance, write your Congressman and tell him how you feel about it.—American Motorist.



### SOWING AND REAPING

*"Whatsoever a man sows that shall he also reap."*

This is not an idle expression. It is a truth founded on the Eternal Principles of Justice and Retribution.

When in this life we do another human being a wrong or injury we had just as well get ready for the day and hour when retribution will be required at our hands. There is no dodging this proposition. It is one of the everlasting truths and axioms of all time. Retribution may be delayed, but it will be demanded in God's own good time, and the longer it is delayed the more bitter it will be because it will come in the evening shadows of this life when we should be looking with supreme happiness upon the radiant glow of the land in summer seas.

It is such an awful thing to spend this poor little life of ours, that its last hours will be hours of remorse and bitterness—when the very dregs of the cup have to be swallowed and when no encouraging voice is at hand to cheer and console.

Remember that for every wrong done another you will have to make retribution, or suffer unutterable agony in mind and spirit.—The Louisiana Highway Magazine.

### A BILLION FOR ROADS

Washington official estimates place the total highway expenditure for the year at well above a billion dollars. This is an inconceivable sum, to be sure, but you can reduce it to comprehension by saying it amounts to nearly ten dollars apiece for every man, woman and child in the United States. The program includes the construction of about 24,000 miles of highway, and the maintenance of 217,794 miles. Some of the money comes from the Federal Government, some from gasoline taxes and automobile license fees, but all from the pockets of the people by some form of taxation. It would be easy to extort a wail about this extravagance, but not very consistent. We want good roads and, after all, the money that is spent in building them comes back to the people for labor and supplies. If everybody sees to it that the spending is honestly done in his own local road projects, the vast highway appropriations may not be a cause for distress.—*Farm Life.*

It is said that radio is still in its infancy. Which probably accounts for its bad behavior when you have company.—*American Legion Weekly.*



Escambia Bay Fill



## ROADS

By GEORGE MATTHEW ADAMS

Roads have always interested me. Perhaps mostly because they are the means whereby mankind has been able to get together and institute growth.

All over the earth roads tell the story of advancement and civilization. They lead to cities, to farms, to factories, to every enterprise in fact of which man is a part.

Like the network of nerves and blood vessels in the human frame, so are the roads in the living frame work of a nation.

Just the minute that you are located off a road, you create a problem for yourself and for those who have to do with you.

The road today has reached its highest perfection. An automobile has beaten the fastest train from San Francisco to New York City. How well I remember when a ten or fifteen mile drive with a horse was a task for a day. Now we take more than that while we are waiting for our dinner to be cooked.

Marvelous has been the progress of the road, and mankind has advanced with it.

But the greatest appeal of any road lies in its poetry, its romance, its intricate shades of beauty.

I recently took a thousand-mile drive in my car

through the great state of New York. I purposely chose a route away from the main cities, taking a northern passage to Buffalo and a southerly way back. And what magnificent scenery and roads! I almost pitied those—including myself—who day by day entered the whirlpool of the city's turmoil.

There were winding roads to the top of great hills, and then into valleys, across level territory, along canals and railroads, and through quaint little towns that were a hundred years or more of age.

It was Tagore who spoke so beautifully about the road being a part of the destination itself.

Fine, beautiful roads are as accurate an indication of a nation's character as its people. And the better the roads, the better the people are sure to be.

The measure of a nation's civilization, its advancement in education and in material things, can to a large extent be judged by the condition of its highways. Here and there some genius may rise above his surroundings and become a great leader though born amid the dirt and squalor which are usually associated with impassable mud roads or bottomless sand roads. But, broadly speaking, a people can rise no higher than the condition of their highways.—Manufacturers Record.

## The United Highways

(Editorial in Chicago Herald-Examiner)

Some years have passed since the Federal Government, seeing a real opportunity to serve the nation, joined hands with the States in highway building, with the object of eventually spanning the continent with several great automobile trunk lines.

The opportunity then so eagerly recognized is still at hand. But the transcontinental boulevards that were to weld the American States in even closer fraternity are virtually as far from realization as ever.

True, there are spurs and sections of highway. Here and there a glistening stretch of concrete a hundred miles or more in length attests the active co-operation of some State in the Federal scheme. But many times before the modern Balboa in his westbound automobile rediscovers the Pacific, these abortive highways have ended in discouraging gaps of dirt and muck.

Without such rough intervals the highways would be a myriadfold more valuable. In the event of war, indeed, a continuous system of hard roads would be essential to supplement the railroads in the quick transportation of men and supplies to the scene of an invasion. Else this country, like Russia fighting Japan, would fall because unable to organize and energize its rich physical resources.

The peace-time value of quick coast-to-coast automobile transportation would be just as great. It would lie in discovering America to thousands of Americans who now spend their summers and some millions of dollars of United States currency besides

in Europe. The loss involved is not merely the drainage of gold flowing across the Atlantic. It is also the blindness of good Americans to the charms of their own country.

If America's attractions, by all odds more attractive than Europe's, were made accessible to automobile tourists these wayward citizens would soon learn that Europe has no monopoly on either beauty or culture; that the Rockies are infinitely nobler mountains than the Alps; that the Grand Canyon is painted in tints which no continental art gallery can match; and that even the sweep and swell of our prairies have an exhilarating cultural value all their own.

Finally, the highways would be our greatest teachers of patriotism. The American who has traveled and become acquainted with his fellow citizens east and west and north and south comes to have a deep appreciation of the privilege of citizenship. He learns, as he could never learn residing in a single locality, the full meaning of the word "American."

Such being the value of the ocean-to-ocean roads, why have they not been laid long ago, according to the Federal plan? Partly because in some sparsely settled States the population could not bear its share of the construction costs; partly because the matter has simply not been pushed with sufficient energy. Congress at its next session should supply both the financial aid and the energetic momentum necessary to carry the highway building program to immediate completion.



## Contracts Awarded by State Road Department, Jan. 1 to Dec. 15, 1925

Contractor	Proj. No.	County	Roads Length Miles	Bridges Length Feet	Contract Plus 10 %	Type
Atlantic Bridge Co.....	33-B	Escambia .....	....	1570	\$ 289,113.77	Conc. & Steel
R. H. H. Blackwell.....	45	Madison .....	....	910	124,902.27	Conc. & Steel
Langston Const. Co.....	534	Brevard .....	7.69	....	177,361.80	Rock Base
B. Booth & Co.....	46	Nassau .....	11.52	....	95,664.77	Grading
Pensacola Shipbuilding Co.	421	Nassau .....	....	560	233,094.18	Steel & Conc.
Luten Bridge Co.....	46	Nassau .....	....	....	52,150.60	Drain. Struct.
Luten Bridge Co. ....	581	Hillsborough .....	....	....	75,837.26	Drain. Struct.
Barnes & Smith.....	581	Hillsborough .....	12.10	....	240,237.78	Rock Base
Boone & Wester.....	47	St. Johns .....	14.96	....	142,934.86	C. G. G. & D. S.
Otis Hardin .....	647	Highlands .....	4.00	....	16,720.00	Grade
Whitney Const. Co.....	607-B	Clay .....	6.68	....	89,200.32	Rock Base
Taylor & Cox.....	617	Alachua .....	5.17	....	23,656.66	Grade & Drain.
J. R. & J. B. Miller.....	618	Alachua .....	10.89	....	49,163.26	Grade & Drain
L. M. Gray.....	628	Volusia .....	9.92	....	152,099.00	Rock Base
H. E. Wolfe.....	629	Highlands .....	6.00)	....	156,113.44	Rock Base.
H. E. Wolfe.....	647	Highlands .....	7.00)	....	16,170.00	Embankment
S. G. Collins.....	638	Santa Rosa .....	.34	....	170,834.20	Sheet Asph.
Sou. Paving Const. Co....	661	Lake .....	3.52	....	61,077.46	C. G., G.
Taylor Contracting Co....	633	Gadsden .....	9.67	....	37,984.17	C. G., G.
Taylor Contracting Co....	639	Gadsden .....	9.83	....	66,840.94	C. G. G. D. S.
B. Booth & Co.....	642	Putnam .....	10.82	....	42,351.28	Sand Clay
Penton-Mathis Const. Co..	649	Okaloosa .....	10.43	....	55,278.01	Sand Clay
Penton-Mathis Const. Co..	652	Okaloosa .....	9.04	....	229,961.64	Sheet Asphalt
Broadbent Const. Co.....	613	Sarasota .....	4.62	....	28,382.46	C. G. G. & D. S.
J. L. Hunter.....	595	Volusia .....	7.43	....	39,767.20	C. G. G.
Gillis Construction Co....	586	Jackson-Washington.	7.47	....	3,509.00	Underpass
Ed Pettus .....	625	Citrus .....	....	94	263,617.64	Rock Base
M. C. Winterburn, Inc....	669-B	Dade .....	10.30	....	690,797.00	Sheet Asphalt
Morgan-Hill Paving Co....	41	Dade .....	11.76	....	176,439.17	Rock Base
Duval Engr. & Contr. Co..	19	Hamilton .....	8.16	....	197,559.43	C. G. G. D. S.
A. J. Hoffman.....	48	St. Johns .....	15.39	....	130,171.16	C. G. G. D. S.
A. J. Hoffman.....	49	Flagler .....	13.81	....	113,547.16	C. G. G. D. S.
Penton-Mathis Const. Co..	621	Okaloosa .....	17.35	....	129,340.16	C. G. G. D. S.
E. P. Toulmin.....	631	Holmes .....	8.53	....	94,453.96	C. G. G. D. S.
Federal Contracting Co....	648	Hardee .....	14.19	....	165,668.14	Rock Base
H. E. Wolfe.....	655	Highlands .....	10.00	....	64,049.30	C. G. G. D. S.
Myers Constr. Co.....	658	Washington .....	8.21	....	85,945.26	C. G. G. D. S.
Taylor Contr. Co.....	663	Citrus .....	8.03	....	72,734.47	C. G. G. D. S.
Taylor Contr. Co.....	679	Hernando .....	7.11	....	82,030.82	C. G. G. D. S.
Caye-Andrews Const. Co..	682	Citrus .....	6.45	....	40,214.24	Conc. Bdg.
Luten Bridge Co.....	50-B	Putnam .....	....	150	25,551.24	Conc. Overhead
R. H. H. Blackwell.....	625	Citrus .....	....	130	48,528.26	Timber Bdg.
F. D. Harvey & Co.....	631-B	Holmes .....	....	1480	19,458.78	Timber Bdg.
F. D. Harvey & Co.....	658-B	Washington .....	....	525	101,165.34	Grading
B. Booth & Co.....	50-B	Putnam .....	9.77	....	69,497.18	Grading
B. Booth & Co.....	660	Clay .....	10.52	....		
Total.....			334.65	5.419	\$5,341,385.87	

## Where Federal Highway Funds Really Come From

An article entitled: "Who Pays Uncle Sam's Bills?", recently issued from the general offices at Washington, D. C., of the American Association of State Highway Officials, is an answer to those who claim that the states of greatest wealth are being unduly taxed to pay the cost of Federal appropriations for highways. A general outline of the points discussed in the article is as follows:

1. Taxes are paid by corporations and individuals, not by States; the States act merely as collection agencies.

2. The claim that New York and a few other States carry most of the burden of Federal taxation is erroneous.

The Union Pacific does not come within one thousand miles of New York State but its taxes are paid there. The same statement is true of many of the large corporations of the country.

3. The actual payments made by States are according to wealth and population. Hundreds of corporations pay taxes in New York and have their property elsewhere.

4. The Federal taxes paid by New York are much greater than those paid by Pennsylvania, yet the production of the manufacturing plants in the two States

(Continued on Page 21)



## What The New Road Did

By BLANCHE SAGE HASELTINE, in the Kansas City Star

It is finished at last—the new brick road that runs by our place. They had a celebration and formal opening at the county seat last week. There was a sight of back slapping and speech making. Each of the orators talked of how the road was going to benefit every one of us and increase the value of our land. It got a bit tiresome toward the last, but, goodness knows, they were right. I doubt, though, if most of them knew how right they were. Benefit us? Well, I should say so. It has improved our place already.

It made us feel turned around at first because the traffic used to go by on the east and the new road runs on the west. We couldn't see the old road from the house, but the new one is fairly close to the buildings. We can see the cars and people plainly, well enough to tell the make of cars, if we know anything about cars. I always have to read the name-plate. Except of course, the kind we have. They are easily recognized—back or front.

The first night after they took down the barricades we sat in the old swing under the maples and watched the procession. We have a new swing, but some way Dad hadn't had time to put it up. It had been in the shed nearly all summer. The old one was worn out and not so comfortable as it might be. We'd sort of got out of the habit of sitting out there lately. The morning after the new road opened Dad put up the new swing. Now we sit out there almost every evening and view the sunset and watch the cars going by.

The first time we came home from town on the new

road, Dad noticed that the barn and chicken house needed paint. They have been painting them this week, and I dug out those dead hollyhock stalks on the west side of the house. I washed the windows yesterday. You'd be surprised how they show up from the road. Then dad mowed the lot between the house and the west fence. We didn't have any chickens in there this year and the weeds ran away with it.

The four big maples on the west line have grown scraggly, but it is a mean job to trim them and Dad is so busy I haven't the heart to bother him. This morning I looked out the window and Dad and Son were at those trees, clipping away like anything. We had a right happy morning, calling back and forth.

"How's that, Mother?" they would ask as each branch fell.

"Better," I'd answer from the window. "It's fine to stand here at my own kitchen window and see the whole country go by."

This afternoon as I was picking tomatoes my neighbor on the east came along.

"How nice your place looks," she called. "All spruced up, aren't you?"

"It's the road," I answered. "It certainly has benefited us."

I wonder if I hadn't better get a regular garden hat? This old straw of Dad's looks like scat. The motor cars go by so fast, I don't suppose they notice me, but—in case they should—a body wouldn't like to be taken for a scare crow in her own garden.

### THE ROADS OF OUR YOUTH

Middle-aged men remember when there was a bicycle club in nearly every enterprising city, and road scrapers were sent out, once a week, to scrape a path along one side of the dirt highways smooth enough for cyclists to ride on in comfort—until it rained again. There were no paved roads. There were few macadam roads.

More than \$1,000,000,000 are being spent in building roads through the country this year. More will be spent next year. The automobile club, replacing the bicycle club, keeps plugging for that, with help from motorists and even the pedestrians—if there are really any such persons left.

Everybody who knows anything knows the importance of good roads now. Yet there is always a question how far to go. Many good and intelligent men hesitate, again and again, to pay the money demanded for a street or highway improvement, in the belief that individuals or communities "cannot afford it."

It has been proved over and over again that what cannot be afforded is bad roads. For good roads make transportation, and transportation makes business and property value. Every good thoroughfare, wisely planned and well built, pays for itself many times.—Minot News.

### "My Dear, You Should Have Seen Him!"

The Boston Transcript picks this from the Lancaster News: "Miss Lucille Rife as flower girl carried a basket of roses and sweet peas. Mr. Robert Jones of Altoona wore a frock of pink georgette and acted as best man."

### Tabloid Book Reviewing

Snappy Comment on Standard Classics:

DICTIONARY (Funk and Wagnalls)—A bit plotless, but splendid vocabulary.

NURSERY RHYMES (Mother Goose)—Clever characterization. Plenty of action.

CENSUS REPORTS (Government)—Decided realism. Perhaps a trifle too "racy." Sex element predominant.

TELEPHONE BOOK (Bell)—Characters tend to obscure the action. Setting is local.

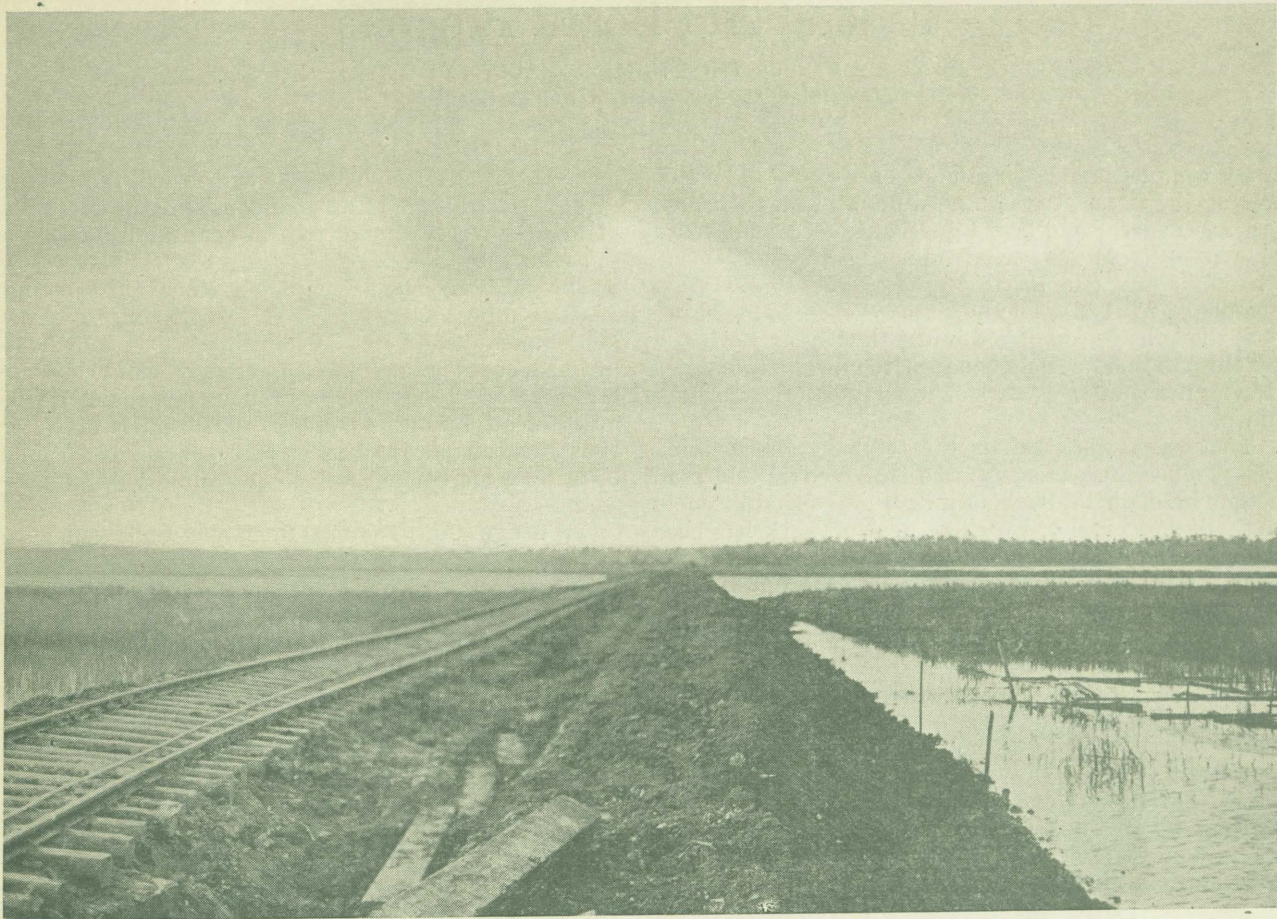
CONGRESSIONAL RECORD (U. S. Legislators)—Speeches too long. Much superfluous verbiage.—Columns (University of Washington).

### Getting Acquainted

First Pedestrian (to man who has just bumped into him)—"Clumsy idiot!"

Second Ditto (with ready wit)—"Glad to know you. Mine's Brown."—Boston Transcript.





Escambia Bay Fill

Opponents of Federal Aid Are Routed, A. A. A. Finds: Stand of Secretary of Agriculture Jardine in Favor of Federal Aid Is One Big Reason for Debacle in Opposition Camp. Jardine Sees "National Unity" Alone a Justification for Government Road Expenditure.

(Continued from Page 7)

He continued:

"Within a few years the entire West will have been made available to the eastern tourists and the same roads will be accommodating as never before the intrastate and interstate business traffic of the immediate region. Nowhere is more to be gained by highway improvement than in the West, and there is evidence of their appreciation of this fact in the heavy per capita expenditures which they annually apply to the highways, for such expenditures are not equaled in any other section of the country."

In answer to the oft-heard criticism that Federal Aid thwarts the initiative and effort on the part of the states and counties, the president of the A. A. A. cites the fact that whereas up to January of this year Federal Aid funds had contributed to the construction of 58,948 miles of roads, the states and counties, without Federal Aid, had paid for the construction of 62,931 miles of the same class of roads.

## FAME AND NOTORIETY

A traveler from abroad on taking his boat at New York after a tour of the United States was asked by newspapermen at the dock what line of American activity had impressed him most.

"Your great numbers of motor cars and the wonderful roads you are building to lower the cost of operating them," he answered promptly.

"The highways pleased?" pressed one reporter.

"Many miles were excellent—marvelous! And many more miles are in need of improvement. But it was wonderful!

"Lincoln has built a wonderful highway and that Jefferson route from the Gulf of Mexico to Canada—palms to pines, they said—is a great road. I liked the wild in your admirable country. His name is Detour, a Frenchman perhaps, and very eccentric. I care less for his kind of roads."—Wyoming Roads Bulletin.

"But then there is another road builder running Babcock roads in Minnesota, too. Several States are doing big things in building better roads.

## Comfort for the Noble Red Man

A small flat case of red leather contains a pair of traveling slippers for men of the same cheerful shade. —From the "Woman's Page" of an Ohio paper.



## Federal Aid Board Progress

By THOS H. MacDONALD,  
Chief, U. S. Bureau of Public Roads

By completing 11,328.6 miles of Federal-aid roads during the fiscal year ending June 30 last, the co-operating Federal and State governments established a new record. The greatest mileage previously completed in any one fiscal year was the 10,247 miles completed in 1922. The new record exceeds by 30 per cent the mileage completed in the fiscal year 1924, and by more than 50 per cent the entire mileage completed during the first five years of work under the Federal-aid plan.

The year's work brings the total of mileage completed since the passage of the first Federal-aid road act in 1916 up to 46,485.5 miles; and in addition to the mileage completed a great deal of work has been done on the 12,462.6 miles which at the close of the year were under construction. The program of work thus far undertaken includes the above mileage completed and under construction and an additional 2,181.6 miles approved for improvement with Federal aid but not yet placed under construction. Including this latter mileage the program of Federal and State co-operation in road building as definitely planned or completed to date involves 61,129.7 miles, of which all but 3,570 miles undertaken prior to the passage of the Federal Highway Act in 1921 are included in the interstate of Federal-aid highway system designated in accordance with the provisions of that act.

### Federal Aid Highway System Two-thirds Improved

The mileage of the Federal-aid highway system is limited by law to 200,349 miles, which is 7 per cent of the total mileage of highways in the United States at the time of the passage of the Federal highway act. Up to the present the system as designated includes only 178,797 miles. Of this mileage, as indicated above, approximately 57,560 miles has already been improved or undertaken for improvement with Federal aid. As the States alone, without Federal assistance, have completed or have under construction an additional mileage on the system amounting to over 62,900 miles, it will be seen that approximately two-thirds of this system designated since 1921, is already completed or under construction. When the system was designated it was hoped that its improvement could be completed within ten years. At the present rate it is apparent that this hope will be realized and that within five more years, if nothing happens to retard the progress, there will be a continuous interstate highway system connecting every city of 5,000 population or larger, and every section of it improved to a degree consistent with the density and character of the traffic.

Of the 11,328.6 miles completed during the fiscal year the largest mileage of any one type was the 4,202.9 miles of gravel roads. In addition the roads completed include 2,806.4 miles of Portland cement concrete, 2,064.1 miles of graded and drained earth roads, 911.9 miles of bituminous macadam, 718.8 miles of sand-clay, topsoil and similar types, 341.3 miles of bituminous concrete, 129.2 miles of water-bound ma-

cadam, and 107.3 miles paved with brick, the balance of the total mileage completed consisting of 46.7 miles of bridges more than 20 feet in span and handled as separate projects apart from any road.

The 46,485.5 miles completed since 1916 include 18,013.8 miles of gravel roads, 9,234.6 miles of Portland cement concrete, 9,079.2 miles of graded and drained earth roads, 4,446.3 miles of sand-clay and topsoil, 2,564.2 miles of bituminous macadam, 1,370.5 miles of bituminous concrete, 1,032.2 miles of water-bound macadam, 644.2 miles of brick and 100.5 miles of bridges more than 20 feet in span.

### Stage Construction Principle Followed

These figures give evidence of the economy that has been exercised in the choice of types of construction. Almost a fifth of the roads built during the year were merely graded and drained, three-fifths were of the character described as low types including the earth, sand-clay and gravel roads. Roads of this character have been built in largest proportion in those sections of the South and West where traffic is still comparatively light; and in those sections they are regarded as merely the first stage of a more durable improvement which will follow as the traffic demands require it. The heavy mileage of the gravel type is especially noteworthy. This type has been found to give excellent service under automobile and light truck traffic to a maximum of about 500 vehicles a day, and it has the further advantage that it adds greatly to the life of any pavement which may subsequently be laid upon it. As suitable gravel is widely distributed in nature this type can be built at a very reasonable cost in most places.

The high-class pavements of bituminous concrete, Portland cement concrete, and brick have been constructed mainly in the Middle Atlantic, East North Central, New England and Pacific States. It is only in these States that the traffic has developed to the point where such expensive surfaces are generally required even on the main roads. The small mileage of water-bound macadam constructed is due to the fact that this type, formerly the standard, is not suitable for motor vehicle traffic. In practically all cases the roads of this type which have been constructed will be surface-treated with bituminous material within a year to protect them from the disintegrating action of the pneumatic tires of automobiles.

### Nearly 50 Miles of Bridges Completed

It is especially interesting to note that the bridges completed during this fiscal year reach the impressive total of 46.7 miles in length. All these bridges are more than 20 feet in span and many of them cross major streams. More than a hundred miles of such structures have been completed with Federal aid since 1917 and projects have been approved for the construction of others which will add another 50 miles to the total length.



The value of Federal participation in highway construction is in no way better exemplified than in the construction of these bridges. In many cases the bridges are built at points where it has not hitherto been possible to construct them because of a lack of local funds for the purpose or because of the difficulty of securing joint action by counties and States in the numerous cases in which the structures span streams which form the borders of counties or States.

The careful study of lines of travel which has been made by the State and Federal authorities has developed clearly the points at which such bridges are required and the co-ordinating influence of the Federal Government has been the means of securing action toward their construction.

The total cost of the roads completed during the fiscal year was \$242,937,488, of which the Federal Government paid \$111,304,737, the balance being paid by the States. These expenditures were made over the period of approximately two years required to bring the projects to completion. They, therefore, do not represent exactly the present annual rate of expenditure. The actual disbursement of Federal funds during the year was \$95,749,998. This expenditure was made partly on account of the projects completed during the year and partly in the form of progress payments for projects still under construction.

The expenditure this year is greater by several million dollars than in any previous year, yet the fact that it is still less than 10 per cent of the country's total expenditure for roads is sufficient to indicate that the Federal Government has not been extravagant.

And as the best obtainable statistics indicate that the State highway departments spent in 1924 nearly \$400,000,000 on roads other than those which received Federal aid it is clear that the States have not been induced to spend a greater amount for highway improvement than they would otherwise have spent. In all but two States the total expenditure by the highway department exceeded the expenditure on Federal-aid roads.—Michigan Roads and Pavements.

#### LABEL AND DATE PAYMENT

Badger Highways, the official publication of the Wisconsin State Highway Department, is our authority for the following with reference to California State Highway specifications:

"The California State Highway Commission's specifications for concrete pavement now require contractors to stamp the date and name of the builder of the pavement at the point of beginning and ending each day's run. This permits anyone to learn the name of the builder of any stretch of pavement and highway officials to quickly and definitely identify any given stretch of pavement concerning which they wish to learn the history."

#### WASTE CRANK CASE OIL USED AS ROAD OIL

Waste crank case oil is being turned to good account apparently at Sault Ste Marie, Michigan, for keeping down dust on unpaved streets.

Ordinarily crank case oil when drained from the car is thrown into the sewer where it has strong tendency if there is not a large amount of sewage to clog

up the drains. The use of this oil as a dust preventive just as the regular road oils are used would seem to offer some means of utilizing this huge waste. The oil from the filling stations in the average town would very probably keep the main streets of these towns in as good condition as though they were treated with the regular road oil. It would seem that the matter would be worth trial.—Iowa Highway Commission Service Bulletin.

#### ROADS MEAN NATIONAL UNITY

Could the war of the States be fought now? Probably not. The communication between States is too good. In diversity of economic life the United States divided north and south of the Potomac in the days before 1860.

There were no roads north and south except the worst of mud roads and such river communications as there were.

Lack of communication produces alienism. Alienism produces wars and wars produce misery.

The automobile and the hard road have joined State to State in an intimate personal fashion. The North Carolina citizen is concerned because if he drives east he must encounter the backward roads of Virginia or the license regulations of Maryland, which do not give the traveler the freedom of the road on his own State license. The whole country is interested in the Dixie Highway south and the Lincoln Highway west. When a State defeats highway bonds as Kentucky did, the Nation is concerned. When a slow-highway State, such as Georgia, goes to road building it is not a parochial matter but a National one.

The National interests are so profound that the arterial system of the Nation ought not to be a matter of sectional jurisdiction. The Nation itself ought to build its National roads. The disinclination of a State to issue bonds ought not to keep National roads in the rough or in the mud.

Roads are arteries of the Nation. They must be kept free and flowing. Then there can be no alienism, no conflicts of economic and sentimental interests, no patriotic clash of parishes. It will be all a great Nation of people going anywhere they like within it.

Concrete in roads is the cement in a nation.—Liberty.

#### A Financial Wizard

Gentleman: "What would you do with a nickel if I gave you one?"

Hobo (sarcastically): "Get a new suit, mister, an' some supper, an' a night's lodgin', an' breakfast an' dinner tomorrow."

Gentleman: "My good fellow, here's a quarter. Go and support yourself for the rest of your life."—Boston Transcript.

#### On a Diet

"I'd like to see some shirts for my husband. Soft ones, please, the doctor has forbidden anything starchy."—Los Angeles Herald.



## The Highway Engineer

The transportation of men and women, their belongings and the product of their labor, is a common, economic necessity. Transportation is as old as man, and the development of ways and means of getting about are milestones in the march of progress. The Bible tells of the "highways and byways." Since that far-distant day, roads have been bettered and means of transportation improved from the primitive to the modern, present-day methods.

By providing better means of transportation by means of better roads the highway engineer is advancing civilization, is rendering a distinct service to mankind.

The railroad engineer followed the pioneers westward, and the transportation lines provided quick and easy transportation of passengers and freight from coast to coast, across great distances, through unproductive territory. From these lines branches were built through the more fertile and productive sections.

But now the highway engineer is building a network of roads to connect the important towns, to reach points not reached by the railroads to meet the demand for a kind and class of transportation not furnished by the railroads.

He is a man of broad vision, of foresight, convinced of the vital necessity that the highways meet the demands for economic transportation, a man with the

ability to plan, finance and construct to meet the needs. For, while the routine of the highway engineer is largely construction work, it is not merely running lines in the field, surveying with transit and chain; it is the selection of the proper route, the improvement of the route with adequate drainage facilities and a surface of proper type, built to the proper width, on the easiest grade and in the best place, for the least money. These are points which require study and investigation, judgment and experience.

They require as well an intimate contact with and a knowledge of many items; a technical knowledge of the legality of contracts and specifications; of bidders and their methods; a human understanding of contractors, their policies and qualifications; a sound judgment of working conditions and prices as affected thereby; the details of all classes of work from the simplest to the most involved, from placing a small pipe culvert to the building of an arched bridge.

In addition to construction ability he must possess the ability to weigh the evidence, to judge and decide which is the best improvement and which expenditure of money will give the greatest service. For highways are the products of his brain and his efforts; a labor rendered freely, gladly and conscientiously, in which the thought of personal gain or recompense gives way to the satisfaction of a good job well done. —Louisiana Highway Magazine.

### Filial Loyalty

Father: "So the teacher caught you using a bad word and punished you."

Jimmy: "Yes, and she asked me where I learned it."

Father: "What did you tell her?"

Jimmy: "I didn't want to give you away, pa, so I blamed it on the parrot."—Boston Transcript.

### Unhappy F8!

Weep to the tale of Willie T8

Who met a girl whose name was K8.

He courted her at a fearful r8

And begged her soon to become his m8.

"I would if I could," said lovely K8.

"I pity your lonely, unhappy st8.

But alas, alas, you've come too l8.

"I'm married already." The mother of 8."

—Northwestern Life Lines.

### The Glad Chorus

If Paris hotel clerks refused to register all Americans who walk in and shout, "Well! Well! So this is Paris?" the hotels would be vacant.—Judge.

### Takes Some Cracking

At the close of the reading lesson, the teacher was questioning her class on the subject matter thereof. "What is an oyster?" she asked.

"Please, miss," replied the bright boy of the class, "it's half a fish and half a nut."—Kobe Herald.

### BEGGING RIDES

It is a common sight on the highways nowadays to see one or more young fellows standing at the edge of the road, pointing their thumbs in the direction in which they want to travel, and hoping that some good natured motorist will pick them up.

The automobile driver often feels very mean when he refuses such requests. If he has some empty seats in his car, it seems unkind to refuse to let some struggling fellow cover the ground with him, when this favor will not cost him anything.

Yet all over the country we get reports of motorists who are held up by bandits who have asked rides in this way. No doubt many of these hold-up men were nice appearing and well dressed fellows, so that there was nothing in their appearance to suggest their crooked intent. Consequently a very large number of people are quite properly refusing to give rides to strangers.—Lake Charles American Press.

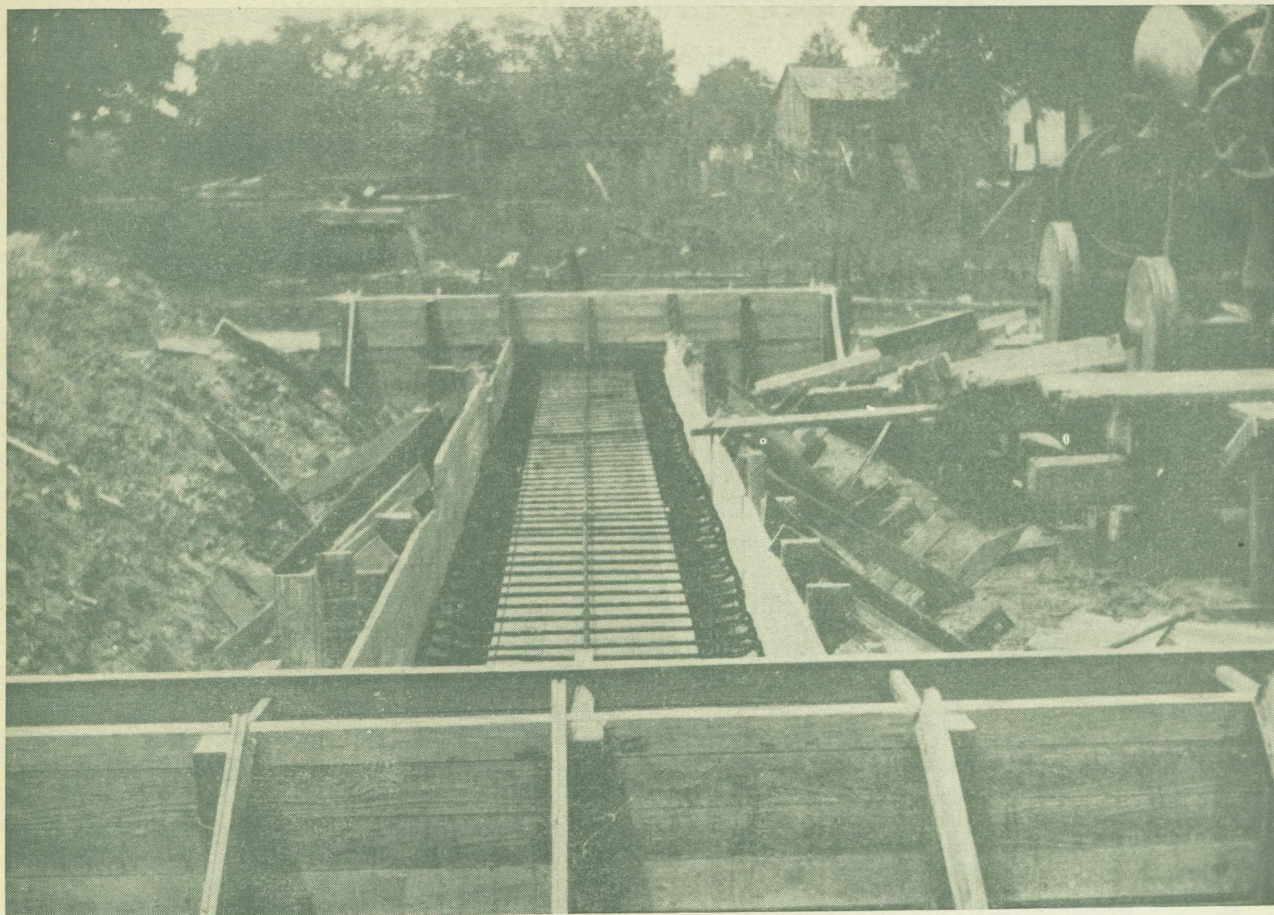
### Expected

Passenger: "Driver! Driver! Have you lost your senses?"

Taxi Driver: "Not yet, but I reckon I will at the next turn—my brakes have gone flooie."—Passing Show.

The constant clang of your hammer means that you will succeed. The constant clang of other hammers means that you have succeeded.—Woodstock Sentinel-Review.





Proj. 634.—Concrete Culvert under Construction.

### His Ready Tongue

In one of Lloyd George's early campaigns some one threw a brick through the window, and it fell on the platform at his feet. Picking it up, he cried: "Behold the only argument of our opponents." From the gallery, a sullen fellow kept calling out "Rats! Rats!" in one of his meetings. "Will some one please take the Chinaman his dinner?" was the witty and effective reply. Once when he was talking on "home rule" he said, "I want home rule for England, for Scotland, for Wales, for Ireland"—At this point some one shouted, "Home rule for hell." "That's right," he shot back. "Every man for his own country." In another gathering a man shouted, "Oh, you're not so much. Your dad used to peddle vegetables with a donkey and cart." "Yes," said the orator, "that is true. My father was a very poor man. The cart has long since disappeared, but I see the donkey is still with us."—Christian Register.

### A Linguistic Paradox

Crawford: "So you can't understand why your boy in college flunked in all the foreign languages?"

Crabshaw: "No; it's a mystery to me. He picked up all the college yells in no time."—Legion Weekly.

### His Guess

"What kind of store is that fellow over at Toad Rock running?" asked a motorist.

"Well, he has Ford parts for sale," replied the attendant in the filling station at Ten Degrees, "buys butter, eggs and poultry, deals in real estate, paints houses, marries folks in his capacity as justice of the peace, runs the post office, sells stamps, hams, molasses, etc., and takes boarders upstairs. I reckon you'd call it a drug store."—Kansas City Star.

### Fast Black

A colored citizen, after a visit to a hen roost, heard that the sheriff was after him. Hastening to the railroad station, he demanded a ticket on the fastest train, to the end of the line. "Our fastest train left ten minutes ago," said the agent.

"Well, gimme a ticket," said the colored man, "and show me which way she went."

### JUDGED FROM THE SIGNS

"Pardon me," said a westbound motor tourist in the Rumpus Ridge region, "but what is the name of the next town?"

"I am not sure," replied an east-bound tourist, "but as far as I could make out from the signs on the trees and so forth it is either St. Jacob's Oil or Hostetter's Bitters, and I don't know which."—Kansas City Star.



## Why Forty-Five Miles Per Hour

"That's Legal," the Florida Judge Tells Users of the Highways  
Liberal Laws Aid the Sunshine State in Its Rapid Development

By ROBERT S. CLARY, in American Motorist

Why is Florida booming? Why is every train and highway crowded with passengers and automobiles headed for the magic land of palms and sunshine? Why is every hotel in every city in the State daily turning away would-be guests by the score? Why are there more people buying property in Florida than in any other State in the Union?

One answer, of course, is climate; but perhaps the biggest factor is to be found in the fact that Florida believes in being liberal to her citizens. She has laws which people delight in observing.

Take the question of speed for example. In some of the northern States you must curb your impatience and crawl along the most beautiful stretch of unobstructed highway at the snail-like pace of only twenty-five or thirty, or perhaps thirty-five, miles per hour; or risk hearing the sudden putt-putt of a heartless speed cop, who slips up behind you in spite of your rear-vision mirror.

In Florida, however, it's different. There you will seldom be arrested for speeding, although you may have to tell the judge some day just why you were going so slow. In fact, there is a police-erected sign on the Causeway connecting Miami and Miami Beach, which notifies all motorists that they must travel at least twenty-five miles per hour.

### Punish Reckless Drivers, Though

Of course in the congested districts of the cities, lower limits must be placed in order to safeguard the pedestrian's life and limb. It is noteworthy, however, that throughout all Florida the vast majority of those haled into court for violations of motor laws and ordinances have not been arrested for speeding, but for reckless driving or infraction of traffic rules.

And in the comparatively pedestrian-free suburban sections, arrests are almost unknown. True, there are municipal laws regulating maximum velocity permitted; but as a rule, traffic policemen are very lenient in Florida with speeders who are neither reckless nor intoxicated.

You will experience your greatest delight, though, once you get beyond the city limits. There, on beautiful tropical-bordered highways, you really can "step on it." Because of the relatively smooth, level surface of all Florida, there are no bad hills to climb—very few dangerous curves to navigate. And there are literally thousands of stretches as straight as an arrow and almost as smooth as a ballroom floor.

In addition to the many paved highways all over the State, whose zestful mileage is being rapidly increased by an extensive State-wide highway building program, the Sunshine State also has mile after mile of sea-washed speedways—long, hard, silvery beach boulevards daily paved by the Atlantic Ocean's tides—natural speedways so wide that ninety cars can race abreast, full ninety miles an hour.

Obviously such temptations cannot be withstood.

Young and old, hale, halt, or blind, thrill at the rush of speed. In any other commonwealth, this yielding to thrilling temptation is very dangerous to Father's pocketbook. Almost before one knows it, one is "exceeding the speed limit."

But in Florida, we are able to step along at a clip quite lively and still remain within the limitations imposed by statute. The State Legislature at its last session, which adjourned in July, enacted a State law which permits the really delightful speed of forty-five miles an hour!

"But isn't that dangerous?" some timid soul may ask.

Certainly not. In this day of modern four-wheel brakes and road-gripping balloon tires, forty-five miles per hour is not as fast as twenty miles an hour ten years ago.

Moreover, Florida's legislators know that nearly all accidents result from congestion. They know that anything which relieves traffic congestion will reduce the number of accidents.

And faster driving does prevent this congestion, which is readily demonstrable in the most congested districts of New York and Chicago.

In addition to this fundamental factor, perhaps another reason actuating the passage of this liberal State law, which has just become effective, was the fact that our lawmakers themselves all like to enjoy the thrill of fast driving occasionally; perhaps they realized that everybody likes to speed and will speed anyhow now and then if a speed cop is not in sight. It may be, therefore, that in order to free themselves for all times from the far-fetched stigma of compounding felonies by passing laws which they knew would be disobeyed, these kindly legislators deliberately decided upon a policy of unequaled liberality to motorists.

This, though, is not the only instance of Florida's liberality to her sons and daughters. Floridians are favored in scores of other ways, notably in regard to State taxes.

There is no State inheritance tax in Florida, nor is there any State income tax—either for individuals or for corporations.

Nor will there be before 1944, probably never; for some twelve months ago an amendment was passed to the Constitution of Florida which absolutely prohibits for the next twenty years any State tax whatever upon incomes or inheritances.

The rest of the world is just beginning to learn of this multiform liberality. But already it seems that everybody in the United States wants to live in Florida; and judging by the ever-increasing hordes who are swarming in, millions will get their wish.

But come early, motorists, if you would avoid the RUSH.



# Florida Highways

**E**xtends to its Subscribers, Advertisers and Readers throughout the world its sincere and hearty wishes for

## A Merry Christmas and a Happy New Year

May the abundant prosperity and happiness which has been so prevalent in our own fair State be shared by all of you---wherever you are. And if you have not yet seen our Florida we can wish for you no greater joy in the New Year than to come to our fair State.

### Where Federal Highway Funds Really Come From

(Continued from Page 13)

is about the same. The difference is due to taxes collected in New York from property held in other States in the country.

5. A large share of the Michigan income tax comes from the manufacture of automobiles, yet the tax is paid by the people of the forty-eight States who buy those machines.

The same thing is true in North Carolina, where tobacco furnishes a large medium for Federal tax collections.

6. There are more than 64,800 corporations paying taxes to the Federal Government through New York State. Twenty-four outstanding examples given show that most of these taxes are derived from property held in other States.

7. Thirty-eight per cent of the total bank deposits held in New York City national banks is derived from banks and trust companies outside of New York State.

8. The poorest State helps to enrich the richest State by the depletion of its natural resources and should have compensation for further development.

### A Fair Offer

Landlord (to impecunious dentist): "But can't you do *something* toward paying off all this rent that's due?"

Dentist: "Well—er—I could pull you out a tooth a day, you know, until it's paid off."—The Passing Show.

### THE TAMIAMI TRAIL

Practical and pictorial evidence of the Department's progress in its survey of what is known as "The Tamiami Trail," officially known as State Road No. 27 is most graphically presented on page 9 of this issue which portrays various views of the surveying or "locating" party which is running its line through the Everglades of Florida, the ultimate end being the construction of a road between the East and West Coasts or from Miami to Tampa, via Fort Myers. As is known, the Department already has under contract a section of this road in Dade County.

The photographs on page 9 present more graphically than could words of ours the hardships and dangers as well as the picturesque nature of the task. No inconsiderable portion of the party is the group of native Seminole Indians, the high coloring of whose costumes is, unfortunately, lost in a "black and white" presentation of these scenes.

### Not Argumentative

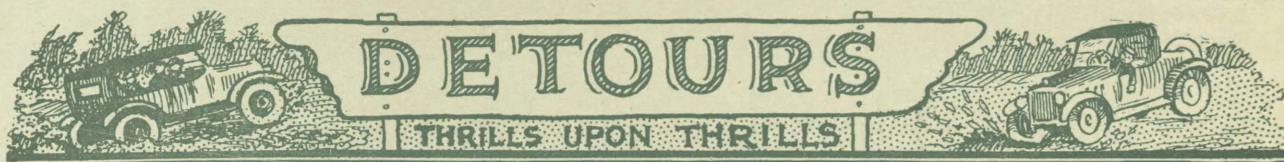
Teacher: "Now, you must prove to me that the earth is round."

Pupil: "Why? I never said that it was."

Five babies are born every minute in the United States, and Henry Ford turns out at the same time a rattle for each one.—Pittsburgh Post.

Among the men who never attend the class reunions at the school of experience are those who received their diplomas at the grade-crossings.—Arkansas Gazette.





### Sauce for the Gander

The parson was trying to illustrate to the class of small boys what was meant by moral courage. "Supposing," he said, "twelve boys were sleeping in a dormitory and one said his prayers. That would be moral courage." The boys quite understood. "Now," he went on, "can any one give me an example?" "Yes," answered the lad in the back row. "If twelve clergymen were sleeping in a dormitory and one *didn't* say his prayers, that would be moral courage."—London News, quoted by the Christian Register.

### Got All Wet

A swarm of bees appeared on the beach of a seaside resort. We understand that many lady bathers became so alarmed that they ran into the water.—London Opinion.

### In Texas

Our idea of an egotist is the man who thinks his wife ought to call him "Colonel," just because he parts his hair with military brushes.—Dallas Morning News.

### He Might Wear a Badge

Man (in barber's chair)—"Be careful not to cut my hair too short; people will take me for my wife."—Boston Transcript.

### Nine of Them

If there were no Prince of Wales, paraphrasing Voltaire, it would be necessary for the tailors to create one.—James Kevin McGuinness in Life.

### A Crying Need

And wouldn't it be a wonderful thing if, while mama was getting a permanent wave, papa could buy himself a permanent shave?—Dallas Morning News.

"Man," says Sir Oliver Lodge, "was brought out from among the animals and given knowledge of right and wrong." Thus distinguishing himself as the only animal requiring the services of a good lawyer.—Life.

### Ode to a Concrete Road

There was a man in our town  
And he sure used his bean,  
He paid his tax for concrete roads  
Then bought a good machine.

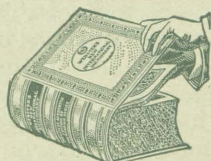
No more he prys her from the mud  
To put chains on all four,  
Or swallows quarts of roadside dust  
Which used to make him sore.

He rides in ease and comfort now  
His tires are never flat,  
A gallon takes him twenty miles  
He says it just like that.

Better to spend for roads like these  
And have something good said he,  
Than that this faithful bus  
Or I, should always busted be.

—R. E. Merrick in Georgia Highways.

## Whatever Your Question



Be it the pronunciation of vitamin or marquisette or soviet, the spelling of a puzzling word—the meaning of overhead, novocaine, etc., this "Supreme Authority"

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# Status of Road Construction

THROUGH OCTOBER 31, 1925

Project No.	Contractor.	Road No.	County	Total Length Miles	Clearing Miles	Grading Miles	Base Miles	Surface Miles	Per Cent Type Complete
37-D	Fla. Drainage & Const. Co.	2	Alachua	2.14	2.14	2.08			G. 97.00
40-A	C. F. Lytle	4	Brevard	16.17	16.17	15.04	13.84	0.00	S.T. 88.00
43	Wm. P. McDonald Const. Co.	2	Marion	10.44	10.44	10.44	10.44	10.23	S.A. 98.00
46	B. Booth & Co.	3	Nassau	11.52	10.95	8.64			G. 83.80
47	Boone & Wester	4	St. Johns	14.96	7.93	2.24			G. 32.00
514	State Forces	1	Jackson	11.04	0.00	0.00		0.00	S.C. 10.50
567	State Forces	1	Walton	21.35	20.93	15.80		13.45	S.C. 71.60
581	Barnes & Smith	5	Hillsborough	12.10	10.28	7.86	3.99	0.00	S.T. 45.00
586	State Forces and Gillis Construction Co.	1	Jackson-Washington	17.37	12.16	10.42		9.90	S.C. 73.00
595	J. L. Hunter	3	Volusia	7.43	5.20	1.26			G. 25.00
597	J. Y. Wilson	4	Volusia	16.29	16.29	13.85	13.85	0.00	S.T. 88.27
604	C. F. Lytle	4	Volusia	7.72	7.72	7.12	6.56	0.00	S.T. 96.00
607-B	Whitney Const. Co.	13	Clay	6.76	6.76	6.76	3.04	0.00	S.T. 60.00
612	State Forces	1	Leon	17.58	17.58	17.58		16.70	S.C. 94.40
613	Broadbent Const. Co.	5	Sarasota	4.62	4.62	4.39	0.00	0.00	S.A. 12.30
617	Taylor & Cox	5	Alachua	5.17	4.65	3.62			G. 67.90
618	J. R. & J. B. Miller	5	Alachua	10.89	7.29	3.81			G. 36.00
623	State Forces	35	Madison	12.91	7.88	7.88		0.00	S.C. 52.30
627	State Forces	2	Putnam	6.27	5.64	4.32	0.00	0.00	S.T. 27.21
628	L. M. Gray	3	Volusia	9.92	9.92	9.92	6.64	0.00	S.T. 79.00
629	H. E. Wolfe	8	Highlands	6.00			6.00	6.00	S.T. 100.00
630	Meyer Const. Co.	8	Highlands	11.00			10.72	5.50	S.T. 90.00
633	Taylor Contracting Co.	1	Gadsden	9.67	7.78	6.53		0.00	S.C. 48.00
634	State Forces	1	Jackson	11.07	8.30	6.64		4.43	S.C. 53.50
636	C. F. Lytle	8	St. Lucie	12.20			9.27	4.00	S.T. 73.24
637	State Forces	10	Leon	18.08	18.08	12.66		12.47	S.C. 70.50
638	S. G. Collins	1	Santa Rosa	.34		.34			G. 100.00
639	Taylor Contracting Co.	1	Gadsden	9.83	7.76	7.76		0.00	S.C. 62.00
642	B. Booth & Co.	3	Putnam	10.82	10.28	5.30			G. 59.00
647	O. Hardin & H. E. Wolfe	8	Highlands	7.00		5.88	.37	0.00	S. T. 35.00
651	State Forces	6	Calhoun	14.72	7.50	4.41		0.00	S.C. 11.60
655	State Forces	18	Highlands	13.26	11.93	7.96			G. 63.00
661	Sou. Paving & Const. Co.	2	Lake	3.52	2.43	2.18	0.00	0.00	S.A. 15.60
662	State Forces	1	Leon	9.92	2.48	1.78		0.00	S.C. 18.58

## TOTAL MILES COMPLETE

	Concrete	Brick	B.C.	S.A.	B.M.	Asp.	Blk	S.T.	S.C.	Marl	Grad.	Total
Complete September 30, 1925	126.51	12.44	10.74	53.85	71.50	23.20	335.93	361.17	37.08	68.62	1101.05	
October, 1925				1.53			11.09	7.64		10.06	30.32	
Total to date	126.51	12.44	10.74	55.38	71.50	23.20	347.02	368.81	37.08	78.68	1131.37	

	Clearing Miles.	Graded Miles.	Base Miles	Surface Miles.
Complete September 30, 1925	1,168.06	1,107.12	446.21	1,052.24
October, 1925	16.29	20.80	10.63	17.65
Total to date	1,184.35	1,127.92	456.84	1,069.89

Note—The above tabulation shows only those projects that are actually under construction at the present time and does not show projects that have been previously completed. However, the table, "Total miles completed," at the foot includes all projects that have been completed prior to October 31, 1925, and the amounts completed in October also. The abbreviations used are as follows:

C.—Concrete. S.A.—Sheet asphalt. B.M.—Bituminous macadam. R.—Rock base. S.C.—Sand clay. G. & D.—Graded and drained. S.T.—Surface treated. B. C.—Bituminous concrete.



*Permanent  
roads are a  
good investment  
—not an expense*

## How Much Are Traffic Jams Costing You?

Think of the strain on your nerves, and the bodily fatigue as you battle your way through the traffic jam—one of America's 18,000,000 motorists!

Think of the danger of accident—no matter how careful a driver you are.

If you would avoid the traffic jam, you must drive around it—usually on unpaved roads and bumpy streets.

And driving on unpaved highways, instead of on Concrete, takes money right out of your pocket. It greatly increases your tire bills, your gasoline bills and your repair bills.

Nor is that all. You have to pay your share of the cost of untangling traffic jams—with expensive traffic signals and additional police.

"How can these costs be reduced?" you ask.

There is one sure economic way.

Tell your highway authorities you want more roads, and wider ones, paved with Concrete—that you want city streets like country boulevards. Tell them you want plans made now for continuing highway programs, and are ready to back them.

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APPROXIMATELY 30% STRONGER THAN  
STANDARD OTTAWA

35 TO 40 CAR  
DAILY CAPACITY

ORDERS FILLED  
WITHIN 24 HOURS

INDORSED BY LEADING ARCHITECTS, EN-  
GINEERS AND CONTRACTORS  
WIRE, WRITE OR PHONE

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Motors  
Run Smoother on

**CROWN  
GASOLINE**

—AND—

**POLARINE  
OIL**

**STANDARD OIL COMPANY**  
INCORPORATED IN KENTUCKY



**A Street  
As  
Well-Built  
As The  
Pyramids**

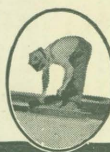
Madison Ave., Albany, N. Y., James G. Brennan, city engineer. Michael F. Dollard, contractor.

As far as good engineering and good material can go

Madison Avenue, Albany, N. Y., is built to rival the pyramids for durability in spite of traffic-punishment. The construction is granite block on concrete base with Carey Elastite Expansion Joints along curb in both base and granite surface, between curb and sidewalk, and between sidewalk and building foundation. This street will not only stand surface wear but stand traffic-impact and expansion stress without loosening up. The Elastite Expansion Joint was as easily installed as the paving blocks.

**THE PHILIP CAREY COMPANY**  
74 Wayne Ave., Lockland, Cincinnati, Ohio

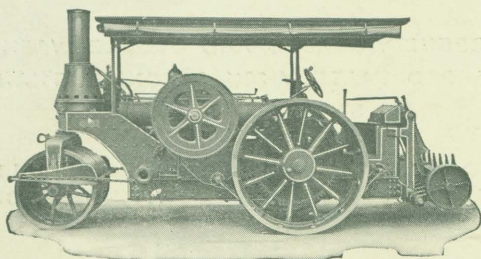
**Carey Elastite**  
NAME U.S. Patent Office  
EXPANSION JOINT  
PROVED AND  
ACCEPTED



Elastite Expansion Joint is an elastic resilient material composed of two sheets of asphalt-saturated felt between which is "sandwiched" a body of carefully refined asphaltic compound.

## BUFFALO-SPRINGFIELD ROLLERS

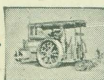
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